







Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

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MINNEGAZETTE

THANK YOU FOR YOUR GENEROSITY

-To **Louis F. Hill** for his donations to the Traction, Railroad, Roundhouse and Steamboat Funds.

-To **John Walker, Wallace Nortner and Louis Potter, Jr.** for their donations to the General Fund.

-To **Dennis Stephens and Richard Stoner** for their donations to the PCC Fund.

-To the many donors to the Traction Fund Annual Appeal (see list on page 4).

-To **James Rogers, Todd McGonagle, Ickler Bearing & Machine Co. and Nick Modders** for their donations to the Railroad Fund.

-To **Art Pew, the Pew Charitable Trusts, Glenmede Corp., George Bergh and Nick Modders** for their donations to the Roundhouse Fund.

-To the many donors to the Steamboat Fund (see list on page 15).

-To **Robert Johnson** for his donation of an HO gauge layout depicting Osceola and the surrounding area.

-To **Ken Jones** for his donation of rare Twin City Lines photos and papers belonging to his father, **Everett C. Jones**.

-To **Joe Fishbein's** company, Amclyde, for donating Thomas Registers which list nearly every manufacturing company in the U.S.

-To **Burt Foster** for donating an ink jet printer to be used at Jackson Street.

CORRECTIONS & NEW INFO

Typo. In Thank You for Your Generosity in the last issue, **Sherer Brothers Lumber** was misspelled.

The last issue reported that there were no couplers used on the Selby Hill counterweight. **Russ Olson** correctly points out that manually operated couplers were used until 1905, when the counterweight cars and all Selby-Lake cars were equipped with automatic couplers.

Front cover: On January 4, 1940, the last streetcar boat passes another winter. The Minnetonka, formerly the Hopkins, lasted until 1948, although its last years were diesel powered. Here it is receiving a new canvas roof. This is the first view ever seen of the upper deck canopy framework. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

Inside front cover: It's 1906 and a southbound Oak-Harriet car prepares to pass under the William Berry Road bridge, where MTM operates today. The track has just been lowered to make room for double deck streetcars and the passage of the express boats to Lake Minnetonka. The change added the concrete wall along the base of the stone bridge, and the short flights of stairs at right angles to the main stairways. This is one of a remarkable collection of rare TCRT photos recently donated by Ken Jones. For more, see pages 16-23.

Jim Vaitkunas, a native of Rhode Island, thought something was familiar about the Puritan-themed steamboats in the last issue. Consulting his history of the Fall River Line, When "Splendor Sailed the Sound", he discovered they too owned a Puritan (built 1889), Plymouth (1890) and Priscilla (1893). The Minnetonka boats by those names were built, respectively, in 1901, 1903 and about 1901. Coincidence?

Concerning #A-11's last in-service role as #B-7, the COMPASS instruction car, **Bob Branchaud** writes, "The acronym for COMPASS was 'Complete Operating Movement Performance and Service System'. I had the honor of taking both the B-7 and the B-6 out of Jackson Street on their maiden voyage to Portland, Oregon. We outfitted them there with data processing equipment for instructing in our new COMPASS data reporting system."

OBITUARY

Ellen Campbell, World War II Twin City Lines motorette, died December 11 at age 88. Of all the participants in the 1993 Motorettes Reunion, she travelled the furthest, from her home in California. Her son, Patrick, had heard of the reunion and arranged for the two of them to attend. He used to ride along with her on her run. He writes, "The trip was the highlight of her later life and she often talked about it with her friends in California." Campbell was one of the few women to stay on after the war. She worked for TCRT from 1944 to 1954.

BOARD OF TRUSTEES

January 1998

-Declined a request from the Minnesota Zephyr to pay off the contract for deed on the Stillwater & St. Paul RR at a reduced price.

-Approved the sale of the small Davenport gas locomotive.

February 1998

No action items.

LETTER FROM THE CHAIR

-Michael E. Miller

The Lifetime Achievement Awards

For those of you who attended the annual meeting at the James J. Hill House, this will be old news, but it's news that I'm happy to repeat. We handed out the first ever MTM Lifetime Achievement Awards.

While some divisions have given awards, there has not been that sort of recognition on a museum-wide basis. I approach awards with some hesitation, because there's always the potential to honor those who might not be fully deserving and to offend those not honored. Give out too many and the thing loses its value.

This year, however, I felt we should recognize a small number of long time members who have unfailingly, year after year, sustained the museum through their volunteer efforts. They would go to only to the most senior members. "Lifetime" is the correct word to use, because these gentlemen have literally spent much of their adult lives in the service of the museum.

It was therefore with great pleasure that I handed out awards to the following members on March 18th.

Tony Becker

Since railroad operations began in the early 1980's, Tony has been "our engineer", the crusty veteran who taught us how it was done, and also how it wasn't done. His railroad career with the Great Northern began in 1937 as a steam fireman. His home base was the Jackson Street Roundhouse. He worked up to engineer, later running diesels and finally Amtrak between St. Paul and Fargo. Tony has always tried to keep it simple and safe. Today, he spends most of his mornings at the roundhouse, helping out in a hundred small ways. His contacts within the Burlington Northern have yielded all sorts of extra favors, saving the museum considerable money and trouble.

Wendell Gilkerson

Wendell was one of the very early MTM members during the 1960's. He worked on the original restoration of the Minnehaha Depot. In 1983, at the urging of his son Ward, he began helping restore,

repair and maintain the Railroad Division's equipment, then based at the Minnesota Transfer roundhouse. He often guided new members during their first work sessions. Wendell was a member of the first graduating class of code qualified Railroad Division crew members. He has logged many miles at Stillwater and Osceola as brakeman, conductor and car attendant. Many student brakemen and conductors gained experience under his supervision. In 1988, Wendell (who is an accountant) made the mistake of letting Ward nominate him for the Board position of Treasurer. He held this post for several years, the last volunteer Treasurer to do all the work himself, before the hiring of a professional accountant.

Marv Mahre

Marv grew up within 150 yards of the Soo Line and very close to the NP/Soo crossing and depot at Gloster. Much of his time was spent next to the station agent and telegrapher. He did a stint in the Northern Pacific's dining car service, working in the galley of the North Coast Limited. He also had a career outside of railroading working for Ramsey County. A diehard railfan, Marv was involved in the Minnesota Railfans Association and in the early days of MTM. He qualified as a conductor in 1988 while working as one of the most consistent members of the Stillwater track crew. In recent years, Marv has been the primary Stationmaster at Osceola, and has defined that job. He holds everyone to the high standards of railroading that are needed for that operation. When Marv is on duty, the

trains leave on time. He has been one of the most stable forces in the MTM, one everyone can always count on.

Roy Harvey

Roy has been a fixture at Lake Harriet for longer than most volunteers can remember. Both in terms of the number of hours Roy volunteers, and the wide breadth of tasks he volunteers for, Roy is as close as anyone can come to being indispensable. He is always the Division's number one charter motorman: charter passengers know him as the motorman who tells the Ole and Lena jokes. But Roy's greatest contribution has been behind the scenes. As anyone who visits the Como-Harriet Line knows, the buildings and grounds are always immaculate. Although many volunteers contribute to this, Roy regularly works more than 500 hours per year, an average of one day per week. Whether it's shoveling snow to allow access to the car barn on a winter day, keeping the grounds as clean as a whistle, removing graffiti, filing the carbarn water jugs at the Lake Harriet pump, or any number of other unglamorous tasks, the Traction Division has always been able to count on Roy.

Bill Olsen

Bill has always loved streetcars. As an active member of the Minnesota Railfans Association, he was one of the people who worked to preserve #1300. When MTM was created, he was involved from the beginning, serving as



The first Lifetime Achievement Award recipients at the annual meeting: Left to right, Tony Becker, Bill Olsen, Wendell Gilkerson, Roy Harvey and George Isaacs. Due to illness, Marv Mahre was unable to attend. Charles Barthold photo.

TRACTION REPORT

-Louis Hoffman

Annual Appeal update - a big thank you to one and all

Many thanks to the 112 persons who gave so generously to the 1997 Traction Division Annual Appeal. They represent 84 memberships and their generous donations were matched by three foundations. Along with those corporate matches, we raised an unprecedented \$13,090 - almost \$25,000 in three years. Since the last Minnegazette went to press, additional contributions have been received from **Gordon C. Bassett, Bernie Braun** (the contribution that put us over \$10,000!), **Bill Cordes, John DeWitt, Mark Digre and Maryellen Digre-Mueller, Richard**

and Carol Fish, Jay K. Halvorson, Scott Heiderich, Bill Herzog, matched by the IBM Foundation, Louis W. Hill, Doug Hultgren, Hal Johnson, Jim Kreuzberger, Roderick MacDonald, Mary Jensen Matthews, Charles McCarthy and Lauren Ricketts, Nick Modders, Walter and Therese Mueller, in honor of Mark Digre and Maryellen Digre-Mueller, Norm and Marcy Podas, Judge James P. and Leanna M. Rogers, Michael Sciortino, Clyde H. Stephens, Robert Stevenson, and John P. Stewart. Thank you so much, one and all.

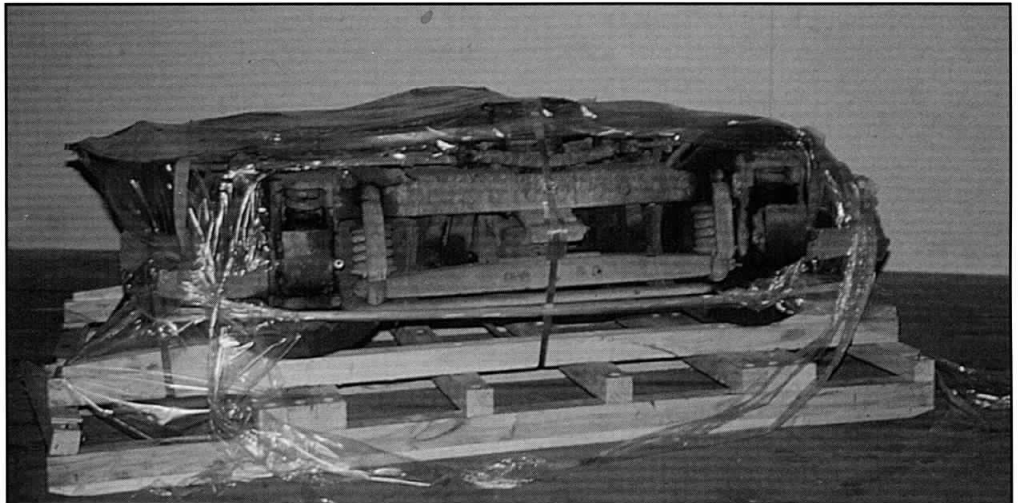
Members Day

Members' Day is coming up - look for the flyer with this Minnegazette. There will be guest operations under the usual supervision of master starter

George Isaacs

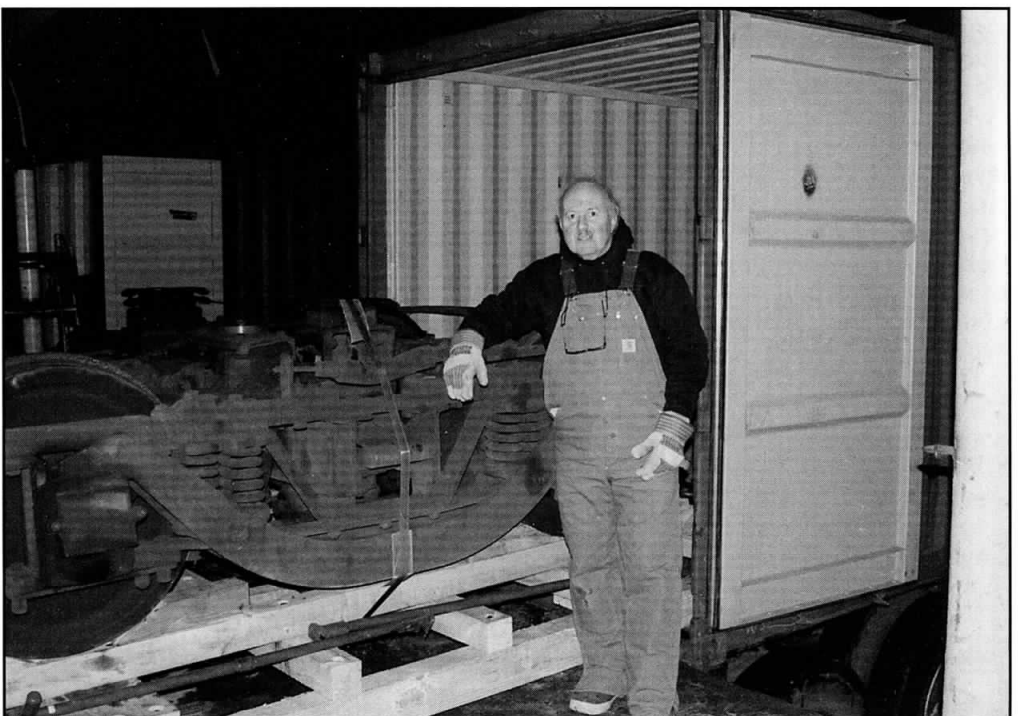
George is one of MTM's founders, and one of the few persons present in 1962 who has remained active to this day. In fact, I believe no other member has volunteered as much for as long as George has. He served as President and as a Board member during the 60's and 70's. Although he is a regular car attendant for the Railroad Division, Traction has been his main activity. Besides serving frequently as a motorman and foreman, George has always responsible for much of the maintenance and restoration work at the site. He has overseen most of the car barn construction and expansions. For years he was the track crew foreman. He designed and built the line's DC power supply. He has worked on every car restoration. He motorized #265's trucks, and is in charge of the PCC restoration. He headed up last year's ISTE A project. He built the battery powered speeder and, using his skills as a machinist, has been making new trolley wheels for years. Perhaps George's biggest contribution is his sense of organization and order. When George puts a work crew together, it is organized. The jobs are laid out in advance with the needed materials, and everyone knows his or her role. His work crews have set the standard for the rest of the museum. As for order, ask anyone at the car barn why the place is neat and clean. They'll all answer that George wants it that way.

There they are, the people who while preserving history have created the history of MTM and made it the organization it is today.



A Brill 77E truck from Japan sits on its pallet at Jackson Street. It will go under #265. Michael J. Miller photo.

Michael Miller helps unload one of the Baldwin 75-A trucks from Japan. It will be used under Mesaba Railway #10. John DeWitt photo.





The passing of #1300, as seen from the Lake Harriet dock. It crosses 42nd Street at left, and then the pedestrian underpass (opposite page). Aaron Isaacs photos.

Al Jensen - any member may operate streetcars under supervision of a pilot. All three streetcars will be in service, there will be motor bus operation featuring #1399 and, in the car barn, inspection of the tremendous progress **George Isaacs** and company continue to make on the restoration of PCC #322 (see the PCC-trademark headlight "wings") and a variety of refreshments. Come see what's new and exciting -- and what's old and familiar.

Streetcar trucks arrive from Japan

Most members were not aware of it, but MTM has been working for several months to procure three pairs of motorized streetcar trucks from Japan. All were built by American manufacturers and shipped to the Osaka transit system in the 1920's. They were well maintained and are ready to run. And the best part of it is that they were donated. MTM only had to pay the cost of shipping.

As the Steamboat Division found out when they went looking for trucks several years ago, they are extremely rare. They were able to buy a pair of Japanese built trucks that don't really look much like anything American, and an unpowered pair of Melbourne W-2 trucks that look like Baldwins. Those two pair cost \$30,000.

The three new pairs include one Brill 27-E, and two Baldwin 75's. The Brills are very close to those used under TCRT and Duluth wooden underframe cars built prior to 1905. The current plan is to put the Brills under car #265, and move #265's trucks to #1239, which will be restored for Excelsior service.

The Baldwin 75's are very close to the Baldwin 78's under Mesaba Railway

#10. The numbers "75" and "78" refers to the truck wheelbase. With these trucks, plus electrical components from our Chicago L car, it will finally be possible to restore #10.

Streetcar history photo tour

On February 25 **Aaron Isaacs** gave a slide show to the Linden Hills History Study Group. 80 local residents attended. The vintage photos, ranging from 1885 to 1954, give a block-by-block tour of the Como-Harriet line from Lake and Hennepin to 44th and France, often with multiple views per locations. This is the first time such a comprehensive collection has been assembled in one place. It will be available for future showings.

Correction

A computer gremlin resulted in a missing paragraph in the last Minnegazette. **Bill Graham's** two color photos did not appear in the October Longfellow Nokomis Messenger, as reported, but in Trainline, the magazine of the Tourist Railway Association (TRAIN), in connection with a feature article about the restoration of PCC #322 and its move to Lake Harriet.

Mechanical Department

With PCC #322 in the maintenance barn (the heated portion of the car barn complex), much of the work at the car barn is being devoted to that car as it gets closer to being completed. In the last Minnegazette, I reported that there was no work going on in the unheated portion of the car barn. Not true: the irrepressible **Karl Jones** has worked on (actually under) #1300 in the unheated ready barn, all bundled up. But the bulk

of work on the operating fleet - minor repair and pre-season inspection and maintenance - will wait until balmy weather than what we're enjoying in March as this report is written.

Motor Bus Department

Former Assistant Superintendent **Joel Gensler** has agreed to return to service as Assistant Superintendent-Motor Bus Maintenance. Joel replaces **Greg Whitney**, who did a fine job under trying circumstances (few volunteers and virtually no budget). Greg will stay on as a driver and mechanic.

If you - or anyone you know - is interested in historic buses (driving them, maintaining them, restoring them, paying for their upkeep, or knows of a location to store the unserviceable members of the fleet) we need you. You can also support our vintage motor bus fleet by chartering one for a group outing, even if it's not to ride the streetcar. The prices are attractive - even more so for members. Please call Charter Agent **Chris Worthington** at 228-0263 for more information or for bus (or streetcar) reservations.

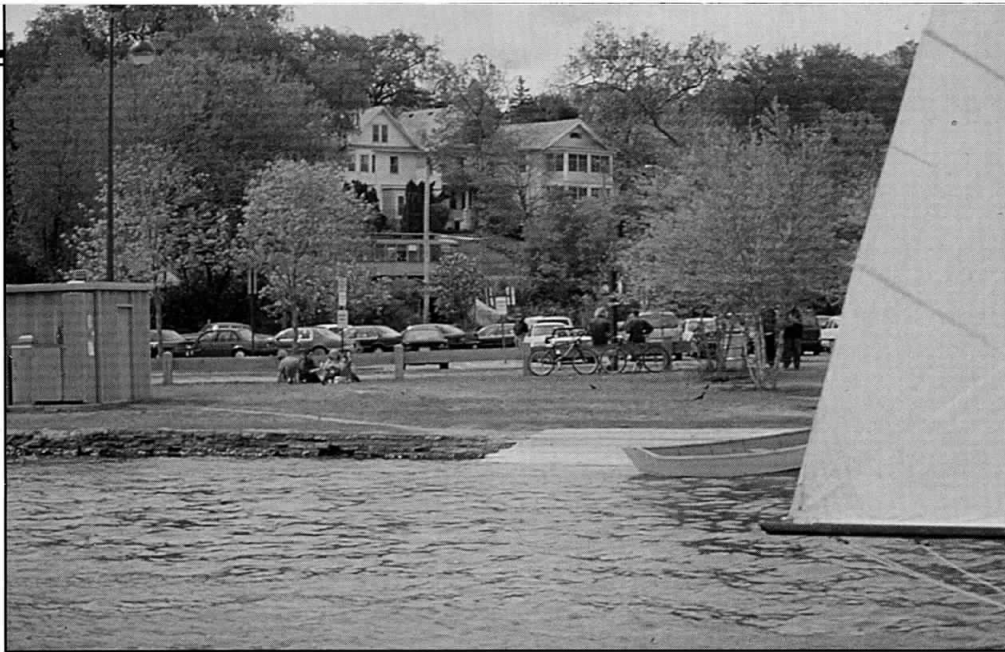
Physical Plant Department

Remember the 2,500 ties, plus three sets of switch ties, generously donated to the Museum several years ago by Paul Webster of Webster Industries? They have been stored, safely and securely, at the Hennepin County Public Works Department's yard in Hopkins, thanks to the cooperation of Commissioner **Peter McLaughlin**, his aide, **Mike Matson** (son of member **Gary Matson**), County Engineer **Vern Genzlinger**, and Director of Procurement and Equipment **Barbara Sutey**. Thanks to their efforts, and those of Warehouse Manager **Arlene Lindner**, the ties are being moved from Hopkins to Medina at no charge to the Museum.

And a special thank you to "Electric" **Mike Miller**, a long-time fixture in the Overhead Department. Physical Plant Superintendent **Scott Heiderich** reports that Mike, during the recent flurry of activity in the Overhead Department, as well as with respect to other important projects (notably the PCC's battery charger), has made substantial donations of materials to the cause. Many thanks, Mike, not only for this, but for the many, many hours you've put in.

Transportation Department

For the first time in several years, there will be no tinkering with the schedule - weekends and holidays from



Saturday, May 2nd through Sunday, November 1st from 12:30 p.m. until dusk (5:00 p.m. in October and November) and weeknights from Memorial Day weekend, starting on Friday, May 22, through Friday, September 4 from 6:30 p.m. to dusk. Please stop by - members still ride for free - and bring your friends. A few paying passengers are always helpful to pay the bills.

Minnehaha Depot

The annual Minnehaha Depot open house will be on Monday, May 18 from 6:15 to 9:00 p.m. TCRT bus #1399 will be there, offering rides along scenic Minnehaha and West River Parkways. There will be a variety of tasty refreshments in the depot - and you can enjoy them outside under the depot's porticoes or on the lawn, temperature permitting. There's also the Park Board's continuing improvements to Minnehaha Park to be inspected. And, of course, the depot itself, the Museum's best-kept secret (even from many members) and the stunning new postcard we hope to have available. Please do stop by. And if you like what you see, ask Stationmaster **Corbin Kidder** to schedule you for a shift as station agent.

RAILROAD DIVISION REPORT

-Dick Kolter and Erik Brom

The winter "off season" is normally a time of rebuilding and regrouping for the Railroad Division. This year is no exception. Much activity is taking place - both on the equipment and organizationally.

Some of the "regrouping" involves the handing off of certain tasks. For

example **Jan Edstrom** and **Betty Ellingson**, who scheduled crews for the past couple years are "retiring" after doing a fine job. For now, Volunteer Coordinator **Debbie Wood** and Trainmaster **Dick Heine** are picking up some of the slack, but they are looking for other volunteers to assist. Some new ideas, such as team scheduling, are being discussed.

Increasing the efficiency of the operation and improving communications help things run more smoothly. Since more and more members are getting hooked up with e-mail, it is being used as a communications tool. **Debbie Wood** has been putting out information to keep members updated as to upcoming projects, classes, crew scheduling, etc. If you would like to be on her list, e-mail her at debbie_wood@adc.com.

One activity that has had a considerable amount of interest during

the winter is an off-year rules training process conducted by Training and Safety Director **Morten Jorgensen**. Normally every second winter all of the railroad division's operating personnel must take part in a multi-session course about the operating rules, followed by a test which, when successfully passed, gives the individual another two years of certification to operate the trains. This winter was the off-year when no training is regularly scheduled, but it seemed that there were more than the usual number of people interested in becoming operating volunteers. Sensing the opportunity to get more interested people involved, Morten volunteered to conduct some self study courses in the rules that could lead the enthusiastic people to an operating position. He meets with the people on a periodic basis and helps them study from the rules manual. Currently he has two groups, one meeting at Jackson Street Roundhouse, and the other as a Community Ed group in the St. Paul Schools.

Morten reports a large turnout in both groups, a total of over thirty people, and plans to give them the rules examination when the courses are complete. This self study method cannot go into as much detail as our usual training, so it is uncertain how many will pass the test, but with the large number participating we most likely will have many new student brakemen this summer.

Planning for the summer operating season is mostly complete with the basic schedule very similar to last year. There will again be several special events for which some details yet remain to be worked out. Trainmaster

Osceola St. Croix Valley 1998 Operating Schedule

Regular Scheduled Service Weekends and Holidays

May 23-October 25

Departures to Marine leave Osceola 11:00 a.m. & 2:30 p.m.

Departure to Dresser leaves Osceola 1:00 p.m.

Additional Cedar Bend trips at 4:20 p.m.

September 19, 20 & 27 and October 3, 4, 10 & 11

Steam operates July 19 - September 12th

Special Excursions:

Steam Fest in the Valley, July 31, August 1 & 2 featuring Soo #1003 and Double Header on August 2, 2:30 p.m. trip

August 8th - *High Bridge-Low Bridge* special to New Richmond

September 26 - *Leaf Watchers Spectacular*



Michael J. Miller took these shots from the deck of his east St. Paul house as MTM's charter train returned from the Andersen Company picnic on July 19th.



Dick Heine has been working on some ambitious steam powered projects and hopes that he can get them all completed in time. Another visit by the Soo 2-8-2 #1003 is planned for the High Bridge-Low Bridge trip, August 8, and other activities this year.

All off-season equipment maintenance work seems to be progressing well. Both of the former Rock Island coaches have spent the winter at Jackson Street for various projects including rewiring for 120 volt lights and some floor work. Removable dining tables are also being constructed.

Locomotive #105 has had some work done trueing the wheels at the BNSF shop and is back at Jackson Street. The BNSF covered the cost of this work as a donation to MTM. Help of this kind is very much appreciated as there is no way we could accomplish this necessary work at Jackson Street. Thanks again to the BN. Also #105 will

have ditch lights this summer, a necessary safety addition, even though it is not historically accurate. They look odd on a locomotive with poling pockets.

The Davenport industrial locomotive, purchased in unserviceable condition for eventual use as a yard goat (before we had the NSP 5), has been sold for \$1500.

Mike Alfveby and crew have been busy working on #328. They are alternating between work sessions and training sessions (followed by work sessions).

Freight movement this winter has been steady although not as heavy as in some past years. There was a lull during the spring break up since the usual commodity, logs, could not be moved by truck to the rail loading facility when the roads were too soft.

The Railroad Division is actively looking for another locomotive to use in

regular service. Something the vintage of a GP7 or GP9 is being sought. Several leads have been followed up but with the current upswing in railroad business nationally most of these older, historically significant, locomotives that still work are being used in regular service and are not for sale. Both of the diesels we are currently operating are of the switch engine type so what we want is a road type.

Pat Kytola and the marketing committee are making final plans for the upcoming season, which promises to be a good one.

JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

On February 5th the Jackson Street and Railroad divisions met with the architect to begin planning ISTE A II & III construction. These phases will see the demolition of the garage which now occupies the turntable site, replacement of the roundhouse doors, provision of heating and ventilation, and some track work on the grounds. The first meeting covered work required, finances, and the division's wishes, and gave the architect a good starting point.

At a second meeting on the 26th the architect presented a rough outline for the divisions' review:

ISTEA II

-Garage demolition and utility work.

-Provide electricity in bay C similar to what bay D received. The work will focus on updating the basic electrical service and general lighting.

-Repair and re-route the sprinkler system as needed. The sprinkler system was installed by the post office, without regard to railroad clearances. There is also a main run through the garage which must be relocated.

-Heat bays C and D with six unit heaters each, and install main gas lines throughout the roundhouse.

-Separate our storm and sanitary sewer lines. Demolishing the garage will accomplish most of this.

-Demolish the garage and restore the roundhouse doors. The garage was built where the turntable had been, and is an obstacle to getting rolling stock into the roundhouse. The roundhouse doors are almost all missing. Bay D has four of five pair, but their tops have been sawed off and they are of recent design. Bay C is missing all five pair. Bay B is missing four pair - the fifth opening was filled by



In 1959 most of the roundhouse doors were replaced by a new wall and the "garage" was built over the turntable pit. Recent demolition is reversing this process. The turntable was at right and the roundhouse doors at left (note the curve in the ceiling). George Bergh photo.

the railroad with an overhead garage door. Bay A was converted to offices by the railroad, which we will keep for now. That makes ten pair to be built from scratch, and four pair to repair or replace. Their design is very important to the roundhouse's looks and the historic authorities, and has not been finalized.

ISTEA III

-Grounds track work. Specifics are to be determined, but may include:

Restoring the ice house track along the north side of the roundhouse. It would extend to the Rutledge depot and be used for train rides.

Ballasting the middle turntable lead outside the fence (the PCC car, #2156, #A11, and other items are stored on this track. It could easily become our first access into the roundhouse). Building or restoring other tracks for additional storage space.

There is other work we would like done, but there may not be enough ISTEA money to cover it.

-Asbestos abatement in bays B and C and the lower story of bay D, and cleaning bay C's ceiling as was done in bay D.

-Restoring the clerestory windows in bay C, just like those in bay D.

-Gutter and downspout work.

-Installing a 2000-amp, 3-phase, 480-



This is the wood coach body from Coon Rapids, which is in two pieces. It was donated by Loren Lynch, who worked on it in his back yard for many years. Portions of the interior are fully restored. While the car will never run again, it will be a fine exhibit of the carbuilder's art. George Bergh photo.

volt electrical service. We have been donated shop tools which require 480, and believe the turntable, drop table, and overhead crane may also require 480. This could also provide shore power to cars equipped with Amtrak trainline connectors.

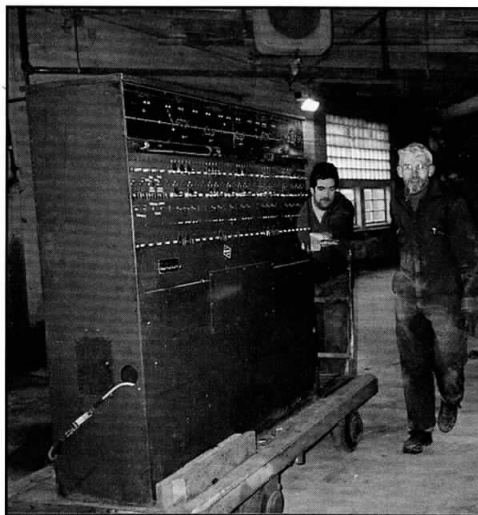
There is the negotiation of code issues with the city of St. Paul. They understand our "working roundhouse museum" goal, and are willing to work with us to find a code classification that best suites our needs. It is anticipated construction will start in the Fall of 1998 and continue into the new year.

Some remaining ISTEA I work items have been finished. The main entry door from the east parking lot to the exhibit space in bay D has been installed. The emergency exit doors from the bay D bathrooms to the northwest loading dock were also installed (Mostly glass, they provide a really neat view down the BNSF

mainline.). The light tower near the Jackson Street bridge, re-electrified under ISTEA I, has refurbished lights and is always on after dark for security. Dubbed our "artificial sun", it is very visible from 35E.

The secrets of bay C

Preparation for the restoration of bay C has begun. Though not directly covered under the ISTEA grants, several factors prompted this work. It has been looked at as a location for the ISTEA-funded restoration of passenger cars for Osceola. Some of its stalls are tangent to the turntable leads, so there is also a possibility of rail access via temporary track. One stall has a 25-ton overhead crane. To evaluate restoration difficulty volunteers stripped away an asphalt skim coat from the floor. They found intact rails in stalls 16 and 17. The Great Northern kept them because they serviced a drop table capable of changing out a diesel's trucks. The drop table is gone - only the hole remains - limiting usable length to sixty feet. (NP 328 measures 59 feet, a switcher 45, and a jeep 56.) Twenty feet of stall 16 is under the overhead crane. It had been hoped stalls 18 to 20 still have rails, but that is not the case. The rails were gone, replaced by concrete. 1907 blueprints indicated work pits between the rails,



Joe Fishbein and Noel Petit wheel the Milwaukee Road CTC machine into bay D. The machine, which once controlled traffic between Mendota and Faribault, was acquired from the Milwaukee Road Heritage Society of Montevideo. Sharon Hanson photo.

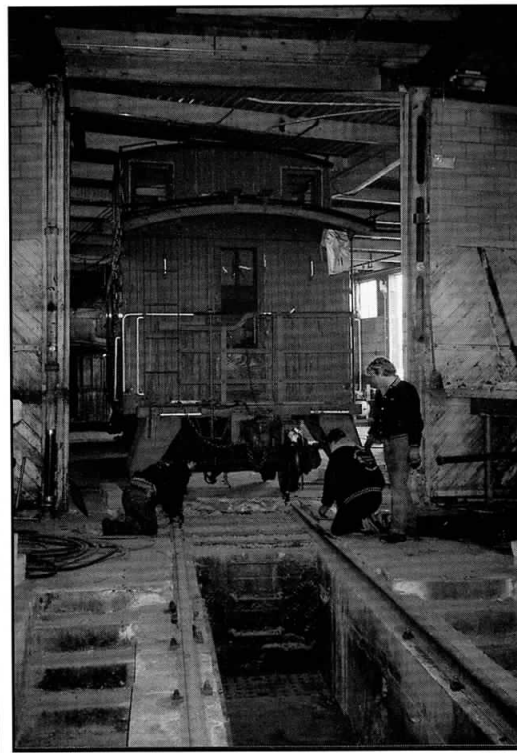
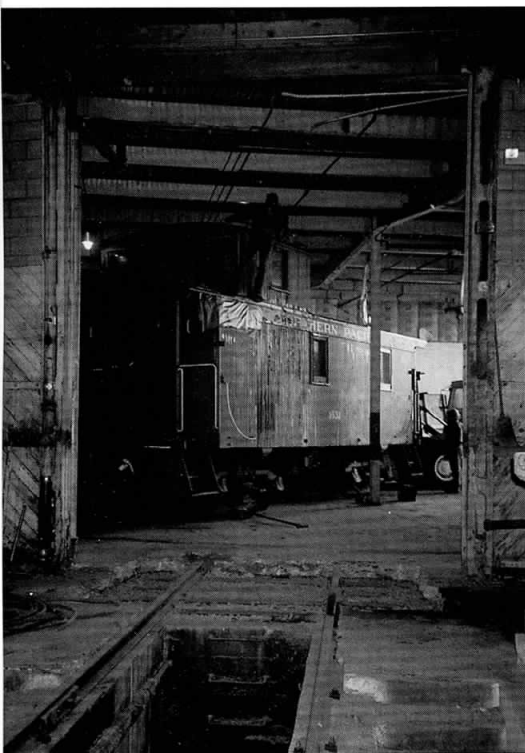


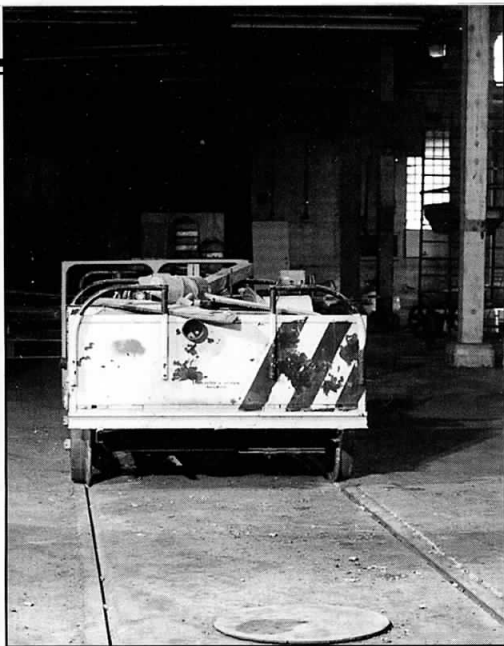
Northern Pacific caboose #1631 is moved into bay D. The effort required to thread this small car through the "garage" shows clearly why we want to tear down the structure over the turntable pit. Center right: lining up the wheels with the rails in track 23. Note how the tops of the roundhouse doors at left and right have been sawed off and replaced with concrete block. Bottom: finally, the caboose and the Lynch carbody at rest, where they will be used as exhibits. George Bergh photos.

extending the length of the stall. Sure enough. On February 14th volunteers pierced the concrete in stall 18 and found a four-foot deep pit filled with sand. The rails were spiked to timbers laid on what appears to be a stone wall. The sprinkler system does not meet the AAR clearances, and will be corrected with ISTE A II funds, along with heating and electrical work. ISTE A funds may not stretch far enough for necessary asbestos abatement and ceiling refinishing. Volunteers will handle preparatory demolition and laying of rail. To help volunteers clean of the ceiling, a scissors lift has been generously loaned by Scaffold Servicing of Minneapolis, as arranged by their **Vern Bodin**.

MTM's oldest passenger car, that ancient wooden carbody which has inhabited the garage for years, has moved to stall 15 in bay B. Starting last November, volunteers built a steel cradle of odd-sized rail and recycled I-beams, enabling them to move it on rollers. In December it moved a few feet to allow caboose NP #1631 to be moved into bay D. Now it is out of the garage entirely - another step towards garage demolition. It was also important the car be under a good roof before spring, since the garage roof leaks terribly. We've long noted it wears St. Paul, Minneapolis, and Manitoba Railway markings. (A Hill-controlled predecessor of the Great Northern.) While building the cradle, car numbers 2146 and 506 were discovered stamped in its doors. It is a wooden combine dating to the 1870's - possibly the oldest surviving in Minnesota. Many volunteers helped in the laborious moving process - too numerous to list here. Thank you to you all!

Getting the Manitoba combine into bay B, of course, required a hole in the block wall which separates bays B and C from the garage. This was accomplished in early February with a gentle shove from the Case front-end loader. One thing led to another and, well, the half in front of bay B is gone.





Left: A handcar sits on newly uncovered rails in bay C. Right: You're looking from the garage into bay B. The roundhouse doors originally occupied the spaces between the pillars at the rear of the trucks. The 1870's vintage Manitoba coach is at left. George Bergh photos.

Bay A machine shop

Progress continues on the machine shop and offices in bay A. Member **Bill Rose** is providing his professional expertise in installing heating systems for the machine shop and office areas. Morgan Christian donated a wrench set with sizes up to two inches, and **Mark Dullinger** and **Dave Ecklund** have been modifying a shop cart to neatly hang them. INCSTAR Corporation donated a used 208 to 440 three-phase transformer, which was converted to a portable 440 power supply. Its first "client" is a drill press which was stored for lack of 440 power. This is our shop's third usable drill press. It has a #2 morris taper and a 5 hp motor. Soon we will also have a third lathe. **Bob Gross** and **Rich Colopoulos** have been repairing one which was given because it had rolled and damaged itself. It is of fairly light construction, but can handle larger pieces than our current lathes. **Dick Kassetth** has built some additional portable light stands. **David Wantz** has repaired a power hack saw which had far too much slop in its works, has been building shelving to organize and store cutting tools and drill bits, and has been organizing the shop in general. **Warren Olson** has been restoring a drive-around floor sweeper to operating condition. One of its wheels is frozen. Continuing the move from the garage, the stock rack and parts washer have been relocated to the machine shop, and the stationary air compressor has been mounted on a pallet so it may be moved with a forklift to wherever it is needed. The sand blasting booth has gotten a new gun, which works much more reliably than the old one, and should also be in the machine shop by the time you read this.

Morgan Christian, George Bergh, and Paul Dalleska have been making repairs to the small Hyster forklift. Morgan and Paul got the starter refurbished, and George has replaced a leaking propane evaporator.

Zell Olson and **Debbie Wood** have begun setting up a wood shop. They pulled a 16" table saw from storage, tested it, and found it operational. A 16" radial-arm saw has also been brought out for evaluation. The wood shop crew is building removable dining tables for both Rock Island commuter coaches. When a dining car configuration is desired, every third seat back will be removed, the dining table set over the seat bench, and the neighbor seats turned to face the table. Predicted conversion time is less than an hour. Another huge project, (should they choose to accept it), is building roundhouse doors. This can begin as soon as drawings are approved. Material costs are included in ISTE A II.

Some progress may be reported in organizing our boxcars. Many of them were packed in haste when MTM vacated Como Shops - and the contents have not seen the light of day since. As time permits they are being sorted through and useful items like shop tools removed. (A process akin to opening Christmas presents.) **Dick Kassetth** has been building shelves which allow neater, more accessible repacking, and one has received lights salvaged from the east loading dock. In a similar vein, **Jan Edstrom** has been building shelves for our open-frame pallet racks, making them more useful.

Exhibits

Exhibit work goes slowly. (There's no heat in there yet!) **Noel Petit** and **Art Pew** have donated lamps and other articles to dress caboose NP #1631, and **Phil Wellman's grandfather Warner** has replaced rotted exterior woodwork. A team led by Noel is scraping and repainting the exterior. This caboose was one of MTM's first restoration projects. We are lucky to still have it. The vandals who broke into #A11 and NSP #5 used the caboose as a camp site complete with sleeping bags, clothing, and a fire in the stove. The stack was capped, so they had to open the cupola windows to let the smoke out.

#1631's companion in stall 23 is a partially restored 1890's vintage Northern Pacific coach. It dates from the transitional period just before steel cars became common, when builders wove iron reinforcing rods through the wooden carbody. This car was a house in Elk River - it was sawed in half and the pieces separated to accommodate an extra room. About 17 years ago, **Loren Lynch** of Coon Rapids acquired it and began restoring it in his back yard. It features some beautiful inlaid woodwork. When the City of Coon Rapids required its removal as a zoning violation, **Aaron Isaacs** and **Art Pew** arranged for it to come to Jackson Street. Lynch has said he will keep working on it at its new home.

For the signals and dispatching exhibit, **George Bergh** and **John Robinson** purchased a Milwaukee Road CTC board from the Milwaukee Road Heritage Society in Montevideo. It controlled the line from Mendota to Faribault. MRHS president **Jerry Ross** was instrumental in arranging this

acquisition. The board is still functional. **Phil Wellman** has been trying to learn its relay logic and make the lights respond sensibly to its switches by bypassing external connections. **George Bergh** and **Noel Petit** have been searching for a good deal on suitable display cabinets and partitions. **Eric Hopp** would like to locate materials for a dining car display in the streamliners exhibit. Does anyone have china, silverware, serving utensils, etc? Eric is also looking for photographs of NP #2156 in Como Park. Pieces of the engine will be incorporated into the Jackson Street exhibit to demonstrate the work that went on in a roundhouse and the process of restoring a steam engine.

Noel Petit and **Sharon Hanson** have been busy turning the "doghouse" in bay D (the shop foreman's office) into a museum store. **Keith Skeivik** has been restoring the brakes and pneumatic control systems on the snow plow. After the garage thwarted our display plans, work on the Gopher has slowed but not stopped. Our hopes for summer are to make it safely mobile, so when its time comes it can just be rolled into the roundhouse instead of being moved like a house.

Outdoor exhibits have perhaps seen more progress. Since any railroad equipment at Jackson Street could be shown to visitors, painting is a reasonable use of exhibit funds. The snow plow reported in the last issue is an example. Another is LST&T #101. Reasoning that either #101 or #102 will usually be at Jackson Street and available as an outdoor exhibit, #101 will be painted with exhibit funds. (#101 is nearing operability. Brake work is complete, and **Larry Schulte** plans to install floor tile and reassemble the cab, get its windows weather-tight, install batteries, and test run it. Because it has a newer, less leak-prone prime mover, it is considered a better engine than #102.)

Few members may realize we own a CB&Q gas-electric "doodlebug, #9735. It has been out of sight and out of mind, stored at the Minnesota Commercial shops. It could be restored into an interesting exhibit. (Operation is more difficult. It did not come with a muffler, and has only RPO and baggage space. Coach sold separately.)

Bill Marshall, **Tony Becker**, and **Noel Petit** have formed the "Jackson Street Associates". They are recruiting retired railroaders to serve as docents and interpreters in the museum.

The Railroad Division has made good progress on their equipment projects. The work on #101 was mentioned above. In addition:

Many new faces have been seen down at Jackson Street lately. This is pure delight to the regulars! We're very happy to have you here and hope you enjoy the work and the people as much as we do.

EXCELSIOR REPORT

- Bill Graham

Spring start-up plans

Minnehaha is expected to go into the lake around mid-April, depending on when the ice melts and when the hull can be coated with special copper oxide bottom paint. Small repairs and repainting are needed to the upper hull and cabin as well. Volunteers are needed on Saturday mornings to help finish this work.

Work has continued throughout the winter on checking and repairing the myriad of valves and lines that are part of Minnehaha's steam plant. **Neal Heminger**, **Jim Hewett**, **Virgil Buhaneck**, **Leo Eiden**, **Mike McWilliams**, **Ross McGlasson**, **Tim Reichel**, **Dave Cochran** and others have kept this work moving ahead.

MTM's ticket office has moved to a new location at the foot of Water Street in Excelsior opposite the Water Street dock. **Cliff Brandhorst**, **Jim Brand**, **Tim Reichel**, **Gene Partyka**, **Jim Ogland** and others built new counters and room dividers, and outfitted the new ticket office. **Barb Thompson**, **Shirley**

Livingston, **Marilyn Cedarstrom**, **Lori Hammond** and others organized the office and made it a highly attractive exhibit and meeting space. Plans call for Minnehaha to load passengers only at the Water Street dock this season. No passengers will load at MTM's dock near the former Park Tavern Restaurant, now closed for construction of a new hotel on the site. Minnehaha will tie up at our dock only when out of service.

Ewald "Gus" Gustafson has been ill and confined to Community Hospital, Naples, Florida for some time. Gus had a big part in designing Minnehaha's steam plant and has helped solve many mechanical problems since the boat entered service. **Fraser Morse**, recovering from radiation therapy, and **Doug Hultgren**, recovering from bypass surgery, keep showing up for work sessions on the streetcars. They keep things moving ahead even when not feeling well. We wish them all fast recoveries.

Classes for those interested in working as engineers on Minnehaha should contact **Lori Hammond**, 474-2115, for dates and specifics. Pilot training classes will run for three weeks beginning April 8 from 6 to 9 p.m. at the boat building. Those wishing to become pilots are invited to show up. Training for pursers, lasting three weeks, began in April. Volunteers are needed and always welcome! Please contact Lori with your questions and suggestions.



The Steamboat Division has moved its office and retail store from Shorewood to downtown Excelsior. It is located in the little strip mall on Lake Avenue, just across the street from the Water Street municipal dock. Because of construction near the Minnehaha's home dock at the Excelsior Park Restaurant, tickets will only be sold here in 1998.

Aaron Isaacs photo.

Planning the Excelsior Streetcar Line startup

Planning is underway to begin regular streetcar operation at Excelsior as soon as the new car barn is ready for occupancy. Construction has been delayed due to re-designing the exterior of the building, and the need to raise substantial new money to pay for the changes. It is hoped that construction can be completed by early June so that the carline can begin operation. In addition to the new barn, electrification of the line remains to be finished. Rail joints must be bonded. Span and trolley wires must be hung on poles with cross arms installed last Fall. The new barn must be wired for 110v A.C. as well as for 600v D.C. overhead. Volunteers to operate the streetcars are needed and welcome. Please contact **Lori Hammond** to indicate your interest.

Bob Dumas has been rebuilding the ex-Valley Fair single trucker No. 2. He has modeled the new roof closely after the standard TCRT car roof design, and it is quite handsome. **Fraser Morse, George Ittner, Doug Hultgren, Bernie Hahn** and **Dave Irely** have been finishing details on the single trucker No. 1. They have been tuning up the ex-Soo Line Fairmont motor car, formerly used at Lake Harriet, for use this summer at Excelsior.

Twin City Rapid Transit #1239.

As soon as the new Excelsior car barn is available, car #1239 will be moved there from Jackson Street Roundhouse. She was built in 1907, and plans are to back-date the car to her original configuration with open wire gates at the rear and only a motorman's entry at the front.

The work is expected to take three to four years. While #1239 remains in generally good condition, she needs a thorough rebuilding. This will include these main tasks:

- (1) remodeling the front and rear platforms to the 1907 design
- (2) structural repairs to the steel underframe
- (3) new piping and wiring
- (4) fabrication of air-brake and control systems
- (5) a new floor
- (6) new roofing canvas and trim
- (7) inspection and repair of the sidewall framing
- (8) reconditioning the original seats and appointments
- (9) stripping and refinishing the interior cherry woodwork
- (10) painting to include the pre-1920 white gold leaf numerals, pin-striping and insignia



This is the western end of the line just short of Water Street. The overhead wire poles are up, and the Excelsior trolley is starting to look the part. Below: looking north at the car barn site from the Mill Street bridge. Highway 7 is at right and the regraded Hennepin County trail is at left. The Excelsior Historical Society is housed in the former Minneapolis & St. Louis Depot at the end of the sidewalk. Aaron Isaacs photos.

- (11) creation of replica advertising cards from the World War I period featuring local businesses

A replica of the original carbon arc headlight will be fabricated utilizing a standard 32 volt lightbulb. When finished, #1239 will closely resemble car #1150, shown carrying a "Deephaven" destination sign in the large photo at the rear of MTM's Excelsior ticket office.

MTM has been accumulating parts for the #1239 project for many years, and all of the major mechanical components are on hand. Motorized trucks (wheel assemblies), an air compressor, seats, cab controls, a trolley with a swiveling base, hand holds and other hardware items already are in stock. The paneling and woodwork

needed to remodel the front and rear bulkheads with their original sliding doors was salvaged from a pre-1906 wooden framed car formerly kept at Mahtowa, MN. Still needed is a **Peter Smith** car heater of the type used by Twin City Lines. This burned coal to heat water which circulated through baseboard pipes. Examples of original-style light bulb sockets also are needed.

The #1239 restoration project will provide many hours of interesting and enjoyable tinkering to any and all members who may be interested. It is a wonderful way to learn how to build a 90-year-old streetcar from the original parts. Watch this space for further information.





Recent Donors to the Steamboat Fund

Roger Dolliff, Jean Way, Hour Glass, Galan Miller, Jo Anne Williams, James Whitehead, John Underdahl, Lyle Cashin, James Rogers, Vets Salvage, David Pratt, Fred Hauser, Floyd Thorson, Mark Jones II, Stephen Baxter, George Gerberding, William Priedeman, Kent Swanson, Jean Gray, David Williams, Gove Layborn, Bruce Olson, John Moe, Elizabeth Quinlan, Harold Every, Wallace Dayton, the American Legion, Joseph Jestar, Nancy Johnson, Nick Modders, Richard McGurdy, Donald Durran, Robert Nash, Thunderbird Hotel, Douglas Head, Tim Reichel, Bill Fox, Judson Dayton, Jundt Fund, James Fish, L. E. Jedsaas, Lois Carlson, Jeffrey Stebbins, William Hosheim, Donald Casey, Mark McPherson, Mrs. Richard Okie, Paul Johnson, Dean Fleming Co., Frank Dougherty, Jay Wein, Louise Hefflefinger, Richard Wing, John Pillsbury Jr., Gerald Carisch, Dennis Nelson, Thomas Warner, Sankey Johnson, James Finneman, Thomas Rutter, Craig Frane, Donald Leavenworth, Mike Creavy, Kathryn Swanson, Duncan MacMillan, Angus Wurtele, Loren Kahnen, Margaret Atwood, Robert Mortenson, C. E. Boehm, Albert Gallistel, Elizabeth Clausen, Robert Leighton, James Anderson, F. W. Lang, L. W. Edelmenn

The Editor apologizes for any misspelled names.

Excelsior Trolley to begin service

The Excelsior Trolley will begin its first regularly scheduled service in June. An exact date has not yet been set. The initial schedule will be weekends 10:00 a.m. to 4:00 p.m. and Wednesday thru Friday 2:00 - 6:00 p.m. The fare is \$1.00. Service will start using the gas powered trolleys. Whenever the car barn and overhead wire are finished, car #78 will be transported from Lake Harriet.

Left: The upper deck awning was unfurled briefly, permitting this photo that shows what the Minnehaha should look like this summer. Lori Hammond photo.

Minnehaha loading at the home dock last summer. Aaron Isaacs photo.

Steamboat Minnehaha 1998 Operating Schedule

Due to construction near the Minnehaha's home dock, only the Excelsior Municipal Water Street dock will be used.

Regular weekend and holiday service:
May 16 - September 20

Leave Excelsior: 9:00 a.m. 12:00, 3:00 p.m. 6:00 p.m.

Leave Wayzata: 10:30 a.m., 1:30 p.m., 4:30 p.m. 7:30 p.m.

Special events:

Fridays to Spring Park - June 19, July 17, August 18,
Leave Excelsior 6:00 p.m.

1 Hour cruises: May 25, September 7th & 12th-
leave Excelsior 12:00, 1:00, 2:00

July 3rd, September 13 -
leave Wayzata - 10:30 a.m. 11:30, 12:30



FROM MINNEAPOLIS TO EXCELSIOR BY STREETCAR BOAT

-Bill Graham

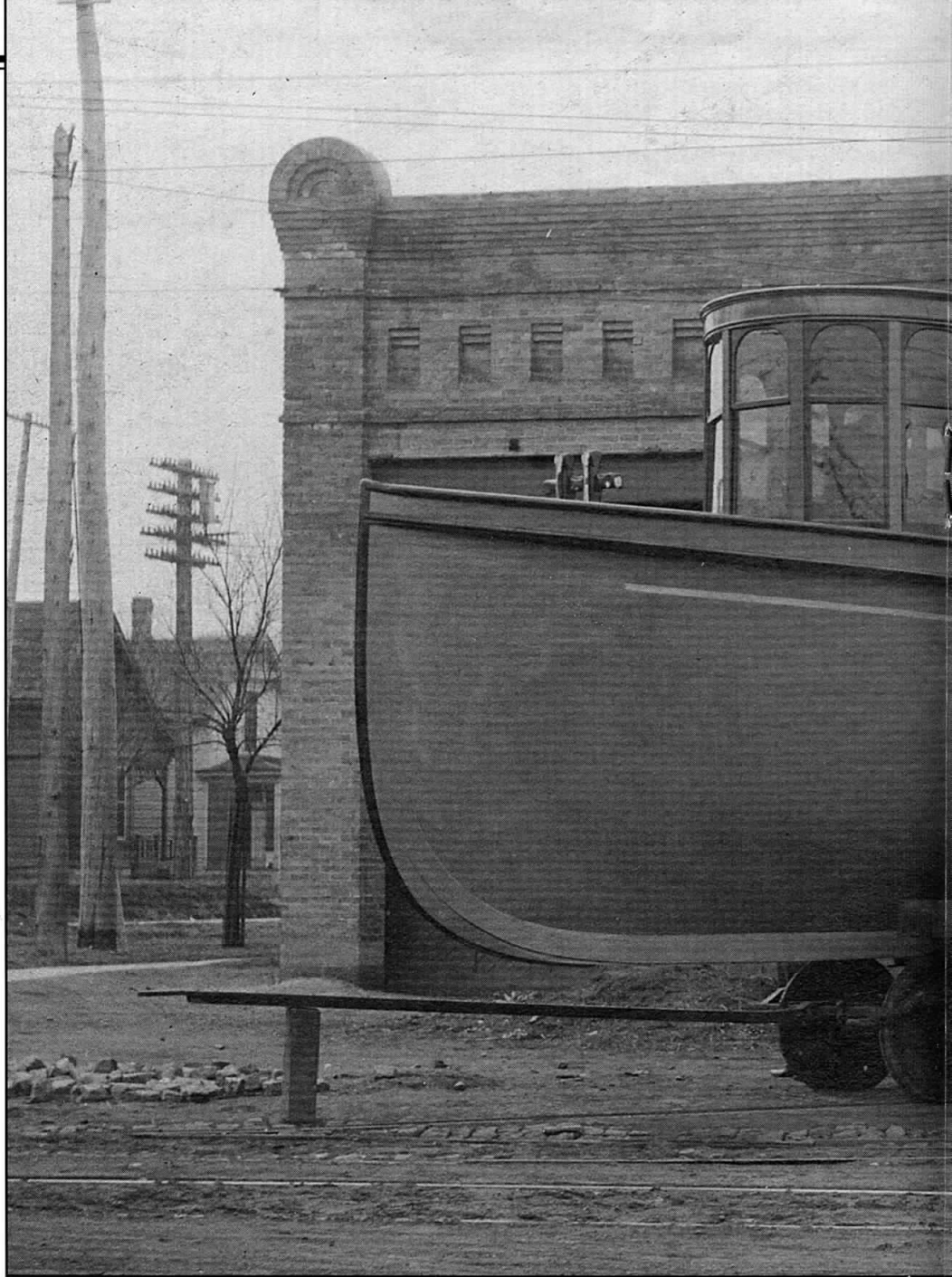
This photo, recently donated by **Ken Jones**, is the first ever seen that shows an express boat leaving the Minneapolis shops for Lake Minnetonka. MTM'ers have wondered for years how Twin City Rapid Transit Company hauled the six express boats from the 31st and Nicollet Shops to Excelsior. We know all too well how like a beached whale the Minnehaha is when maneuvering on dry land. At 70 feet in length, 14.5 feet wide, weighing around 35 tons dry and standing nearly three stories tall from keel to top of stack, the boats were not made for easy haulage over city streetcar tracks. The photo reveals much about how the shops did it.

Right off the bat, because of its mass, they wanted to avoid transferring the huge boat from a construction cradle to a transport cradle for movement to the lake. Second, they needed to get the boat out the doors of the shop, designed to accommodate trolley wire around 16 feet above the ground. Third, they wanted to reduce the amount of weight they had to haul, given the fact that streetcar track, bridges and motive power were designed for light duty.

The photo shows a ponderous cradle built of bridge timbers, probably the same cradle on which the boat had been built. Two backbone members along either side of the boat's keel board, probably 6 x 12 inch timbers, are connected at the ends with steel plates that complete the rectangular frame and engage in the center bearings of the transport trucks. The plate cannot be seen in the photo, but its existence is suggested by the very small clearance seen between the bottom of the boat's keel and the center bearing of the truck.

The cradle has side bearing assemblies to hold the boat upright. These rest on the side bearing plates of the trucks, and they may have been supported by the same steel plate. These supports probably also were bolted to the timber backbones of the cradle. Four heavy truss rods are seen at the bottom of the cradle to further stiffen the backbone timbers. The builders probably used additional support framing during construction of the boat which could be stripped away when the boat was ready for movement.

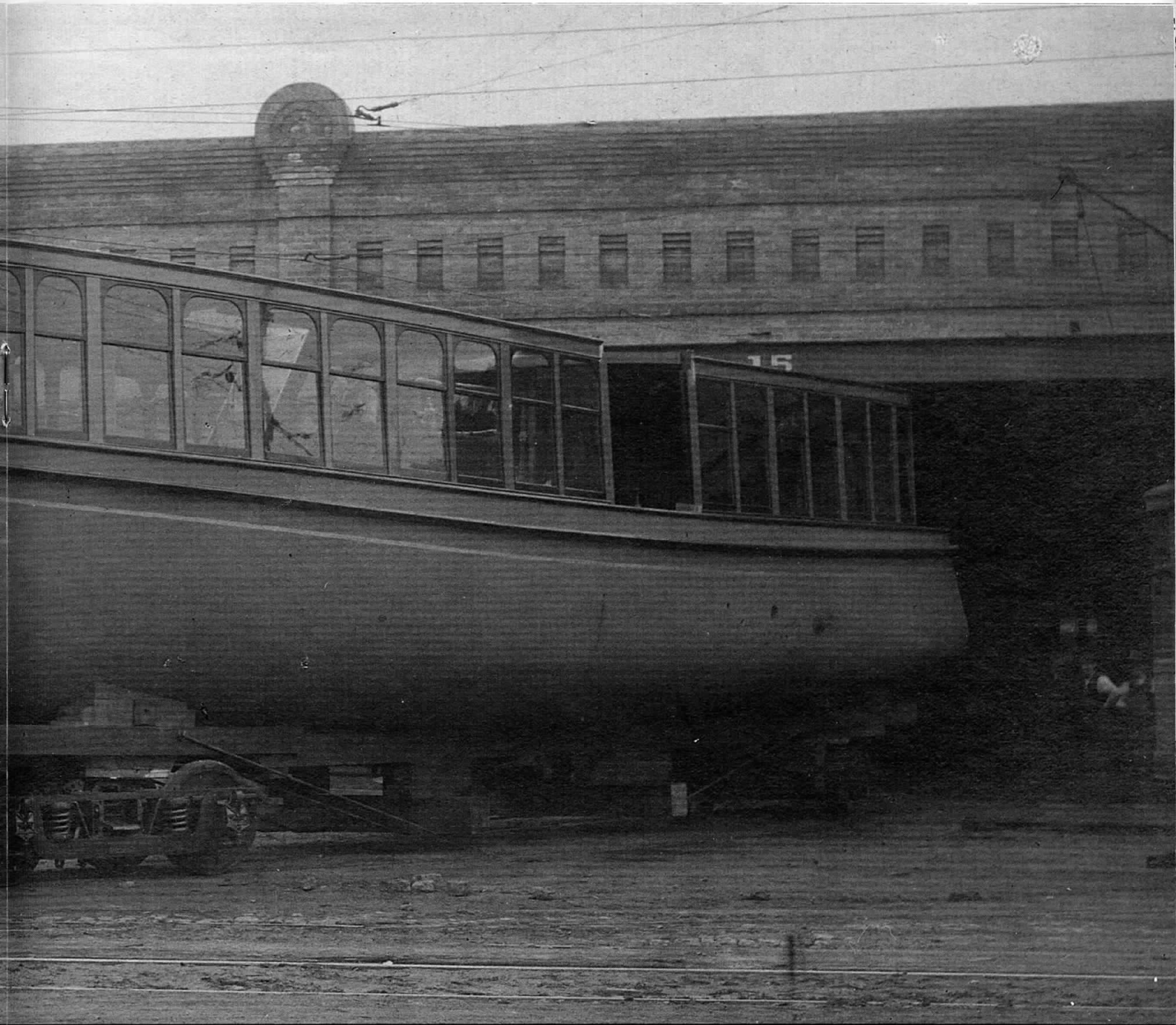
TCRT set the cradle on a pair of conventional passenger car trucks which the photo shows without motors. The double leaf springs under the bolster beam are compressed nearly flat under the weight of the boat. The trucks have



recent paint and probably are destined for a new passenger car after the boat is launched. The rear truck can be seen to pivot easily so as to negotiate the tight radius curves of city street trackage. Remember that this boat hull, top-heavy and over-width, would extend three feet farther from the centerline of the track than a conventional streetcar body. A further complication is the apparent lack of any braking appliances on the transport cradle, suggesting that the motive power had to provide all the braking force on the road to Excelsior. Also, the rigid, link and pin draw bar was attached directly to the somewhat fragile transom of the truck frame. This arrangement would not have sustained much violent jerking without damaging the truck, and so the motorman in charge had to keep a steady hand on the brake

valve. All in all, hauling the Minnehaha on streetcar tracks would have been easier than hauling, say, the Mauritania, but not by much.

The photo shows the boats were unfinished when they left Nicollet Shops. The forward cabin roof and stairway to the upper deck can be seen in this picture. A dark arching shape seen aft of the side entryway tells that the cabin also had been roofed aft of the door. However, the roof was left open from the stairway to the aft side of the entry, suggesting that propulsion or other gear was to be hoisted aboard sometime later. The magnifying glass shows what may be the top of a boiler and some steam piping visible through the second and third windows forward of the entry. We don't know if the engine was installed at Nicollet, or if it was hauled separately to Excelsior to save



weight. The rudder assembly and propeller appear to be missing in the photo, possibly because they would have interfered with the drawbar to a car coupled behind the boat.

Obviously, the upper deck railings, benches, smokestack and the doghouse above the passenger entry were installed at Excelsior. None of these would have cleared the trolley wire en route to Lake Minnetonka. Notice how the aft cabin roof clears the top of the brand-new barn door by maybe four inches, a bit more than last summer's clearance under the Narrows Bridge at Navarre. The trolley wire exiting the barn clears the forward edge of the cabin roof by around 15 inches. The shops figured all of it very closely.

So how did TCRT haul these behemoths to Lake Minnetonka? Since no photo record of the movements has

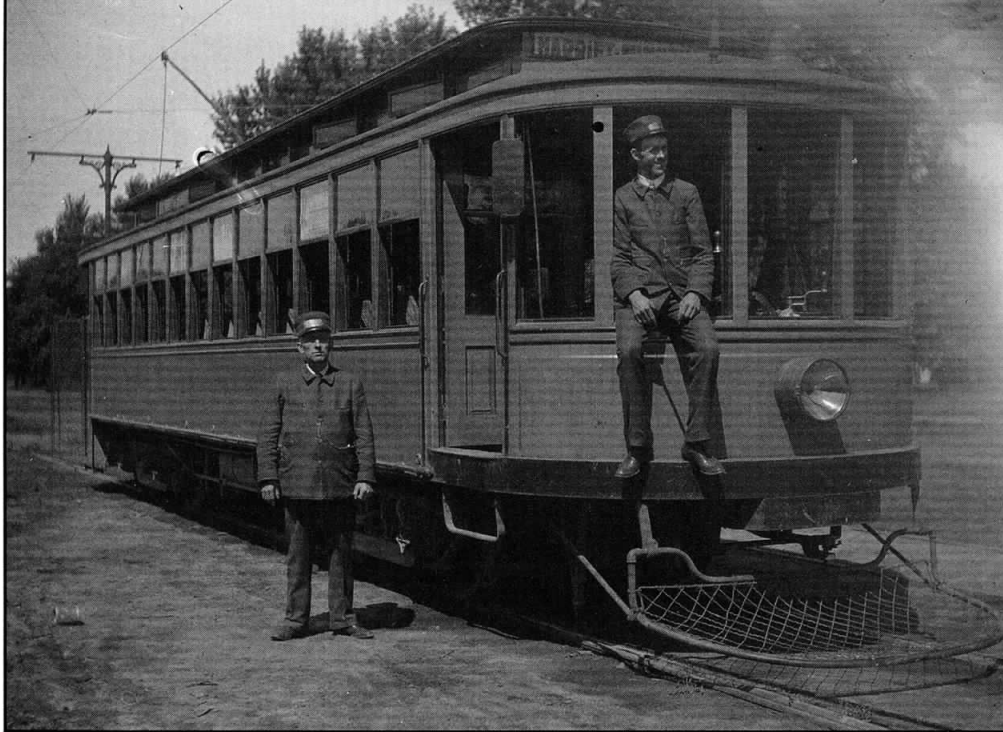
yet surfaced, I will imagine how they did it based on what we can deduce from the photo. Two work cars were used, possibly heavy wrecker flats geared for around 25 mph and heavily ballasted with chunks of cast iron to increase their weight for better traction. One was coupled ahead of the boat to provide traction force and limited braking. The other was coupled behind the boat to provide the primary braking force. While either shoving or braking, both cars had to take care not to compress the long, thin drawbars, shown in the picture, because they would have tended to buckle. The operators would have used whistle signals to communicate with each other since the cars had independent air brakes. Hold 'er tight on that grade coming down off the M&STL viaduct as you enter Excelsior! If any

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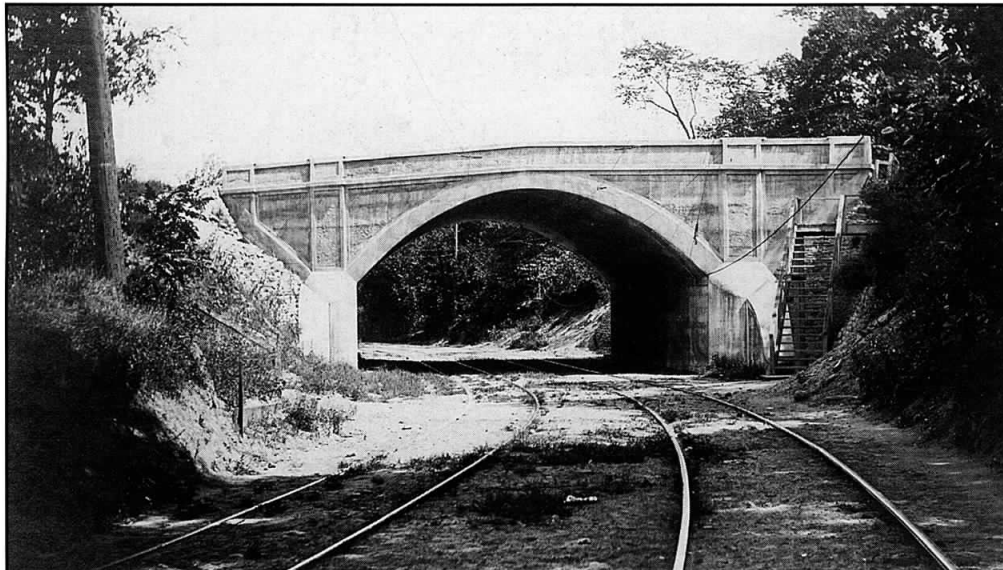
MTM'er has another idea of how the boats were hauled, please send it in.

For many years, we have had faith that photos such as this one must exist, tucked away in attics and dusty file drawers. One by one, they continue to surface and tell stories such as this one. We owe a debt of thanks to **Ken Jones** and others who remember that folks like us still are interested nearly a century later.

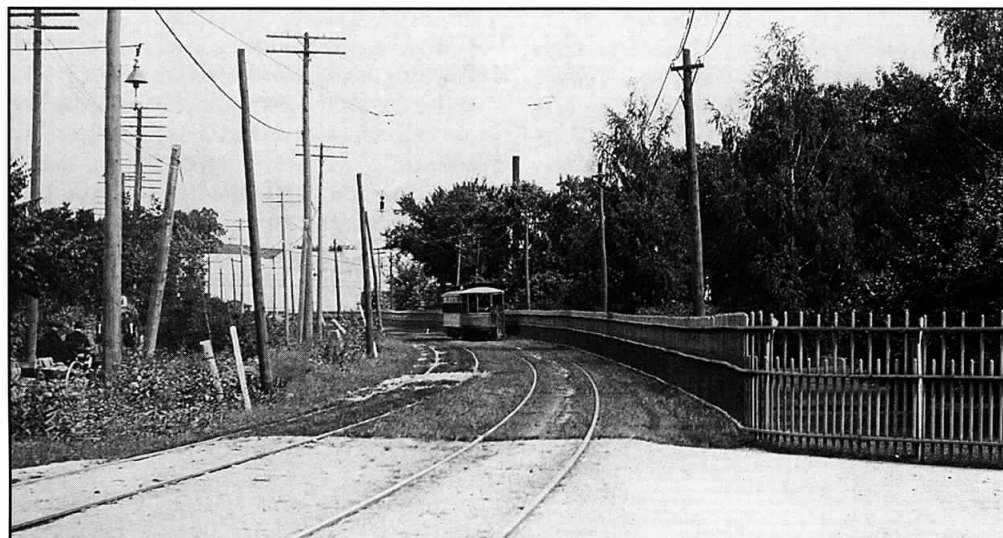
But exactly which boat is the one in this photo? The shops hadn't painted her name yet. Nor was the name penciled on the back of the photo; only the caption "1st Minnetonka boat built at 31st St. shops and hauled to Lake Minnetonka by flat car. E.C. Jones." Nor do we know the order of construction for the first six boats. Could she be our Minnehaha? We'll never know, maybe...



Everett Jones, seated in the front window. He is running the short-lived Lake Harriet & Minnehaha Falls line, a summer crosstown service that connected the two places on Sundays and holidays only from 1902 to 1906. It originally ran via downtown, then via Lake Street beginning in 1905. This is the side of the road track Minnehaha Park near the Princess depot. It kept the ornate iron center poles to the end.



The Linden Hills Blvd. bridge, showing the recently lowered track to increase clearance for double deck streetcars. Note the temporary wooden stairs.



DINOSAUR PHOTOS

-Aaron Isaacs

Last fall an elderly gentleman named Ken Jones called and said he had some photos to donate. His father, Everett C. Jones, had worked for Twin City Rapid Transit from 1900 to 1945. I visited him at his senior citizen high rise. He brought out a battered cardboard box. What was in the box was astounding. It contained a series of what I like to call "dinosaur photos", pictures of rarities you never expected to see. Here was the first picture ever seen of a newly constructed express boat being readied for shipment to Lake Minnetonka. The elusive double-deckers are in evidence, as is Tom Lowry's rarely photographed private car. There are new views of the Como-Harriet line, including the first view of a second Lake Harriet station located a short distance north of 42nd Street. The rarest of them all is a glimpse of the Abraham Lincoln funeral car, seen undergoing repairs in the yard at 31st Street.

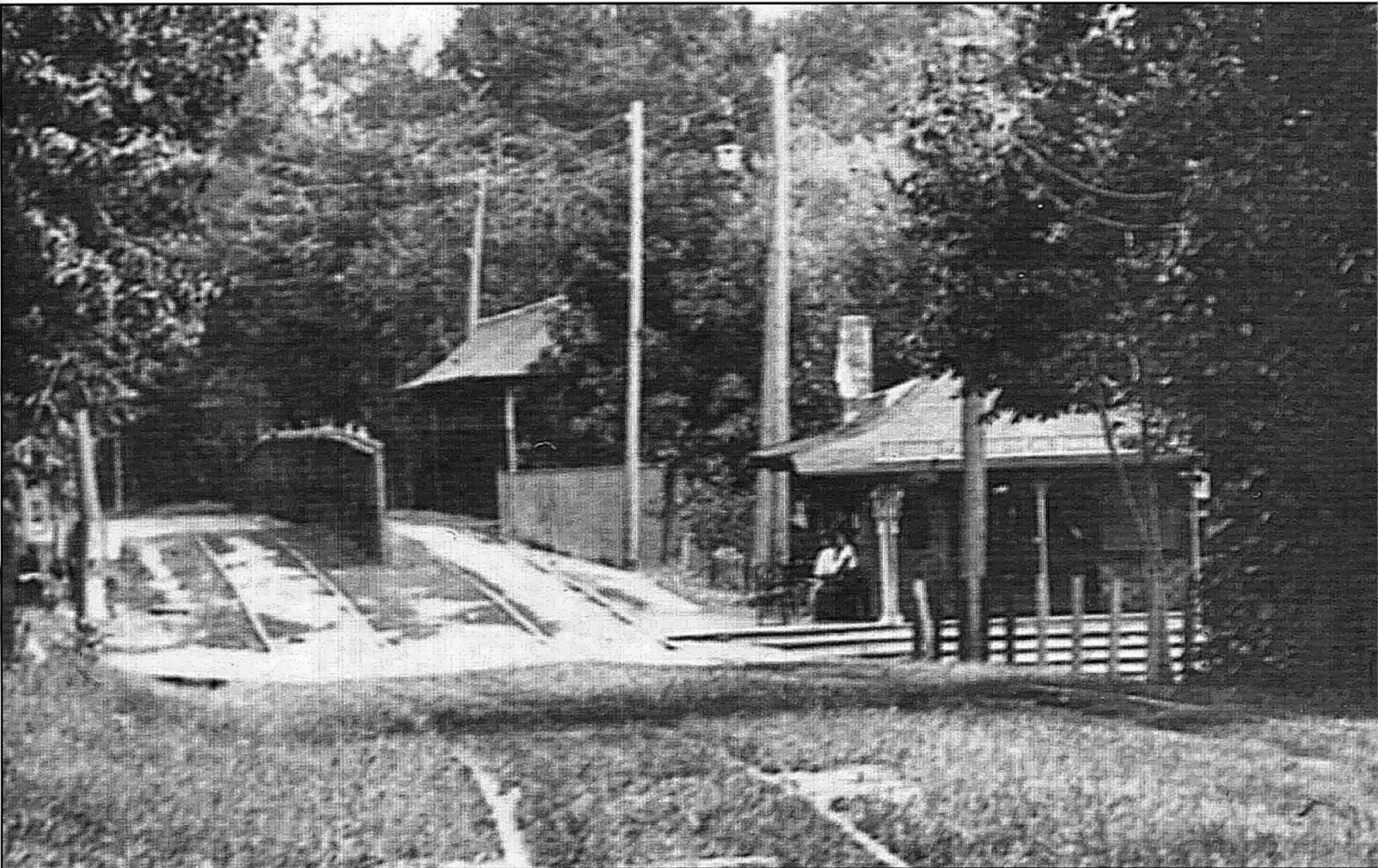
Most date from 1900 to 1905 and are in excellent condition. Everett Jones worked as a motorman at 31st Street Station, the predecessor to Nicollet Station, and the majority of the pictures are there. Later he became an inspector (or supervisor), and a couple of the views show him in that capacity. For the latter part of his career he again drove streetcar. Along with the photos was quite a bit of company paperwork, including many of his inspector's notebooks.

If a find like this can surface, almost a century after the photos were taken, who knows what else might be out there? I urge members to keep their eyes open for photos in family albums, and artifacts in old attic boxes.

We're standing in front of the Lakewood Cemetery stop, where our track ends today. Richfield Road is at left. Lake Calhoun is out of the photo at left, beyond the trees.



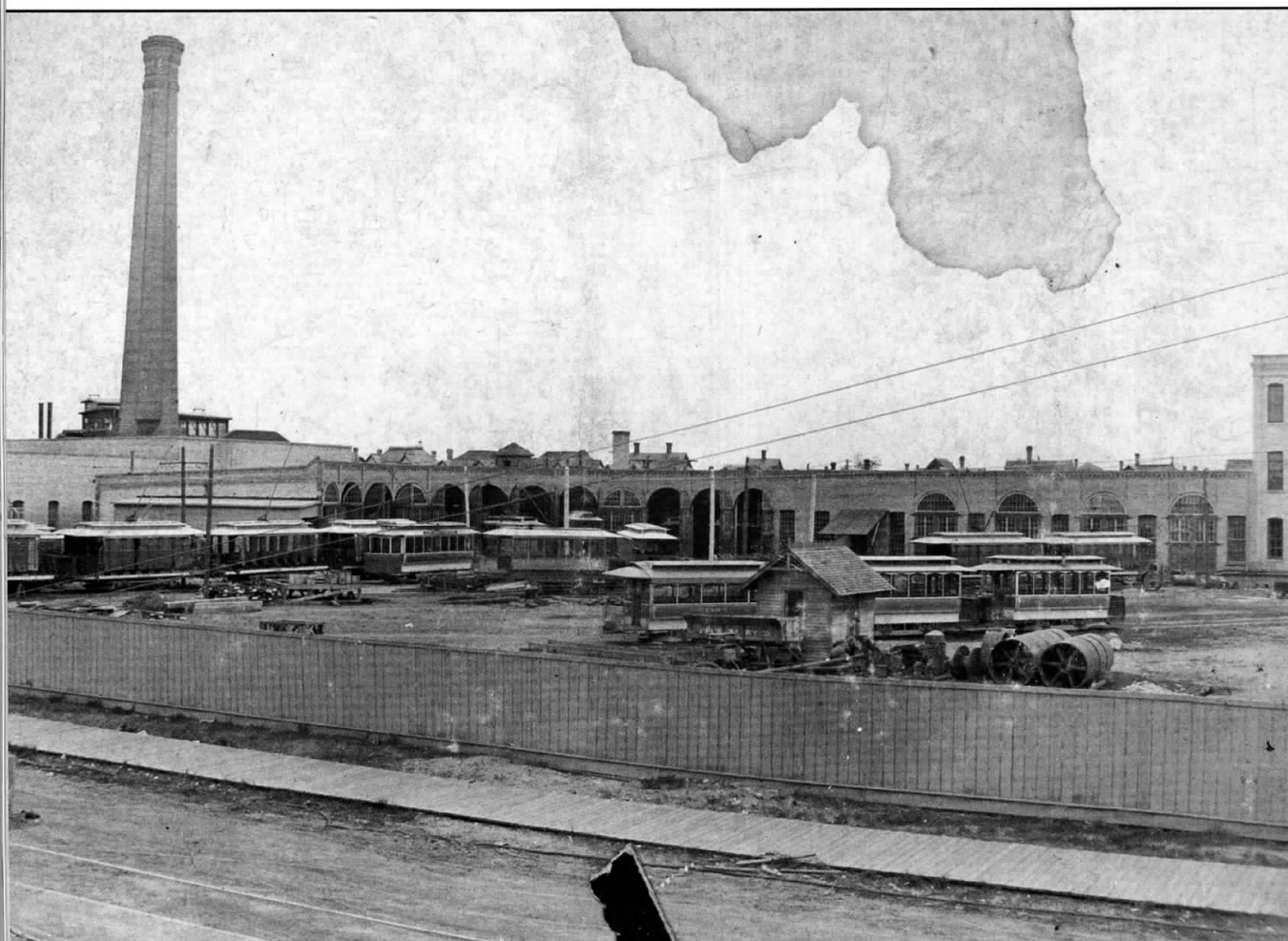
Looking north toward 42nd Street. The center of the photo is blown up below. Lake Harriet is at right. The small 1900 Linden Hills depot is there, modified with a south overhang and steps. But look beyond it. That peak-roofed open structure is another depot, never before seen. It appears on the plat maps of the day. It handled the large lake crowds, while the Linden Hills depot was for everyday use by local residents.



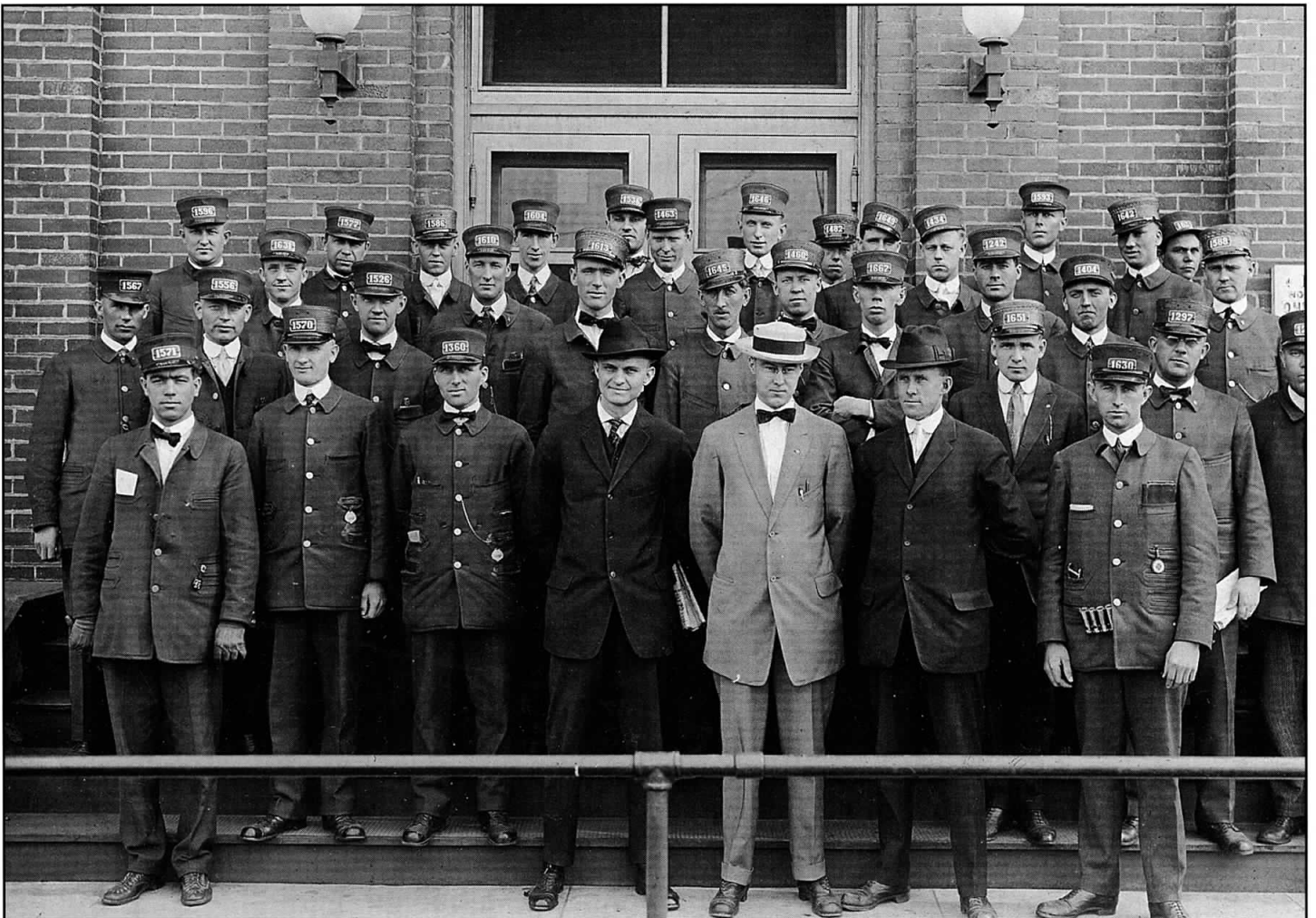
Plowing snow on Nicollet Avenue.



When Everett Jones hired on at TCRT, the first home built double truck cars were only two years old. Most service was still provided by the little single truckers that replaced the horsecars in the 1890's. In this rare view, both open and closed cars sit in the 31st Street Station yards, in front of the old Motor Line roundhouse.



Contrast these two group photos. In 1901, Jones (with X above his head) joins a casual group lounging in front of 31st Street Station. The other photo is 1915, on the steps of the new North Side Station. Jones, now an inspector, is standing in the front second from right. The natty gentleman next to him is Luther Bakken, Minneapolis Superintendent for many years. The men are certainly better turned out than their 1901 counterparts. Mustaches are out of fashion and the brass hat badges have been replaced with the more familiar white on black.

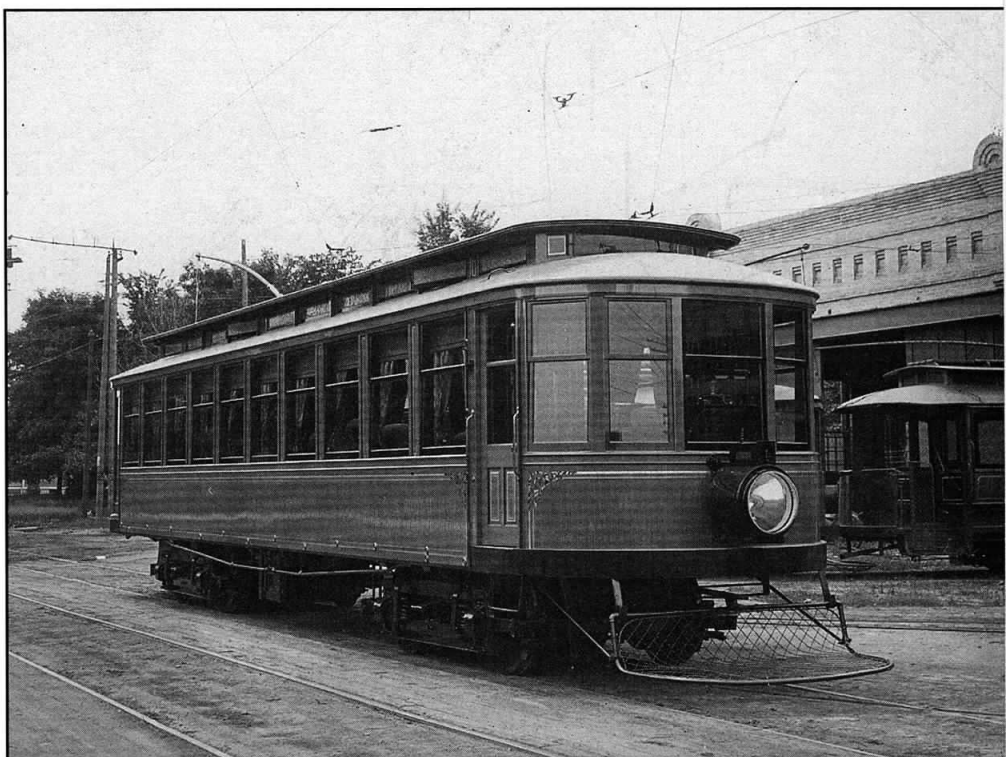




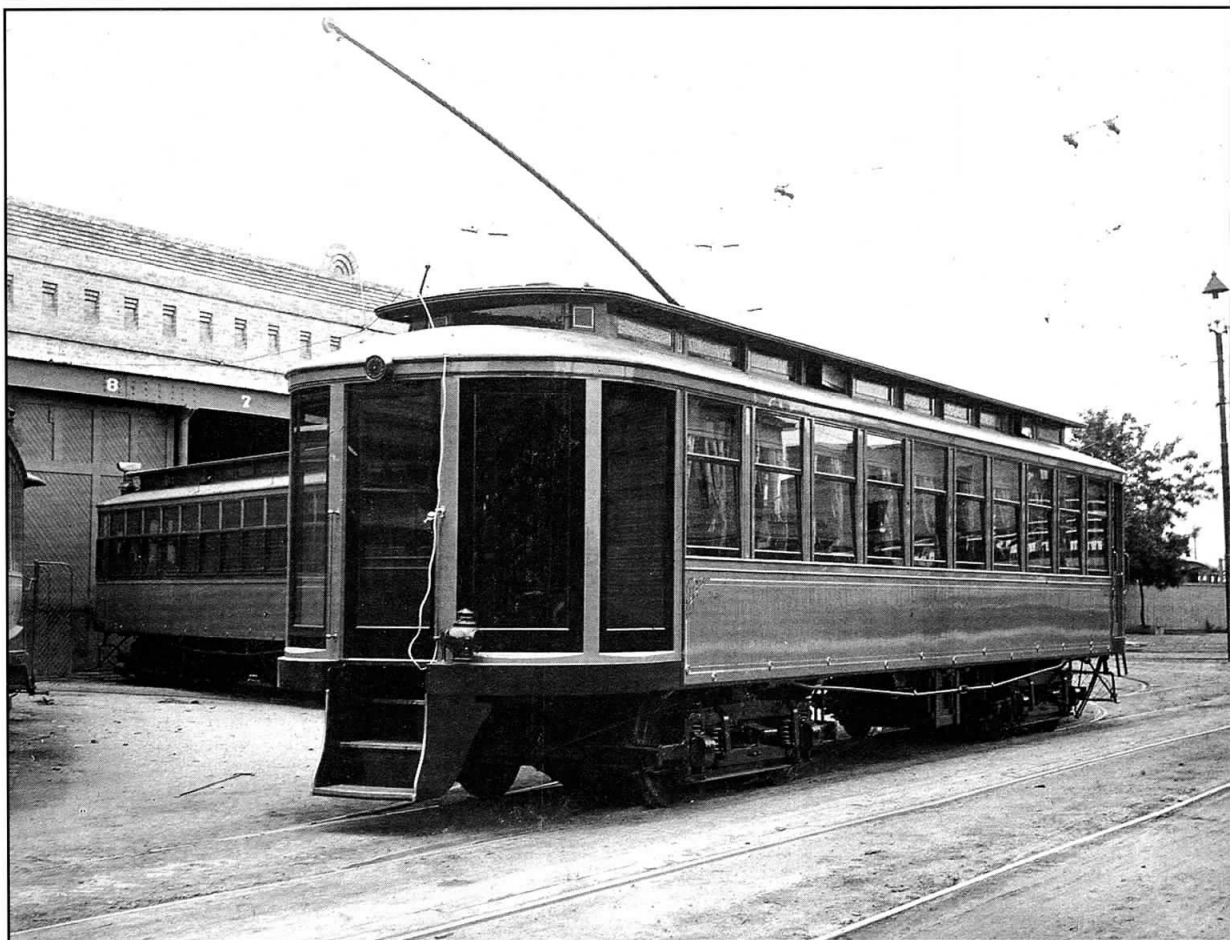


Above left: Before the automobile, streetcar service to the State Fair was a massive operation. Jones, now a supervisor, was running the fair service on this day about 1910. He's sitting on the car roof at right.

Left: TCRT built three experimental double deckers for Lake Minnetonka service. Here is one of them. #1145 has the enclosed upper deck, while #1160 was open. None were successful. Perhaps they were too heavy or unstable, or used too much electricity. Look to the left of #1145. That's Abraham Lincoln's funeral car, purchased by Thomas Lowry. It appears to be undergoing repairs prior to being displayed just south of 37th and Central along the Soo Line. No other such photo of the car on streetcar property has ever been seen.



When TCRT started its own car building program in 1898, the first product to emerge from 31st Street Shops was a private car for Thomas Lowry. Officials and their guests sat in overstuffed chairs and viewed the property through floor-to-ceiling rear windows, while a uniformed attendant served refreshments. Only a handful of photos of the car are known to exist. These are best ever found. They show the car posed on the Nicollet Avenue side of 31st Street Station. Note the extra gold leaf decoration at the corners. The private car burned in 1925.





The Editor recently found this rare 1885 view of Lake Calhoun. Taken from the Lyndale Hotel, it looks north along the east shore. In the foreground are the narrow gauge tracks of the Minneapolis, Lyndale & Minnetonka. In the distance is the steamboat Hattie, a sidewheeler owned by the railroad. It ran on the lake from 1881 to 1888, when it was burned as a publicity stunt. Charles A. Tenney photo, MTM collection.

The caption on the back of this photo says "Noonday shop meeting at Jackson Street Shops, 1921". Is it the present roundhouse or the older one that used to stand next door? Quite a few of the employees appear to be recent immigrants from Europe. Brown photo, Minnesota Historical Society collection.

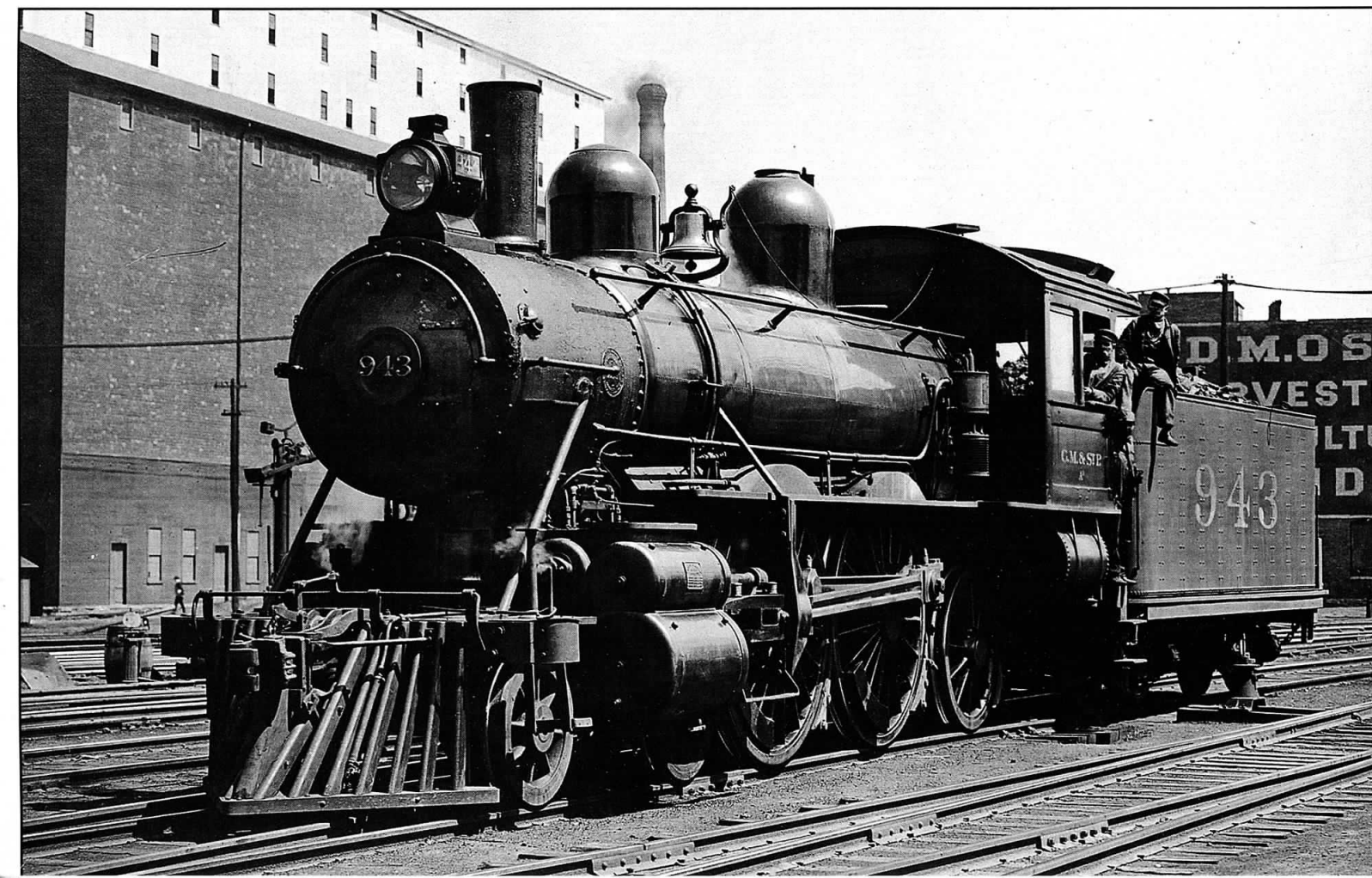


This is why the track walker inspects the diff area below Osceola at the start of every operating day. A century ago, this Soo Line engine almost ended up in the St. Croix after hitting a rock fall on the same stretch of track we use today. Safety first. Minnesota Historical Society collection.



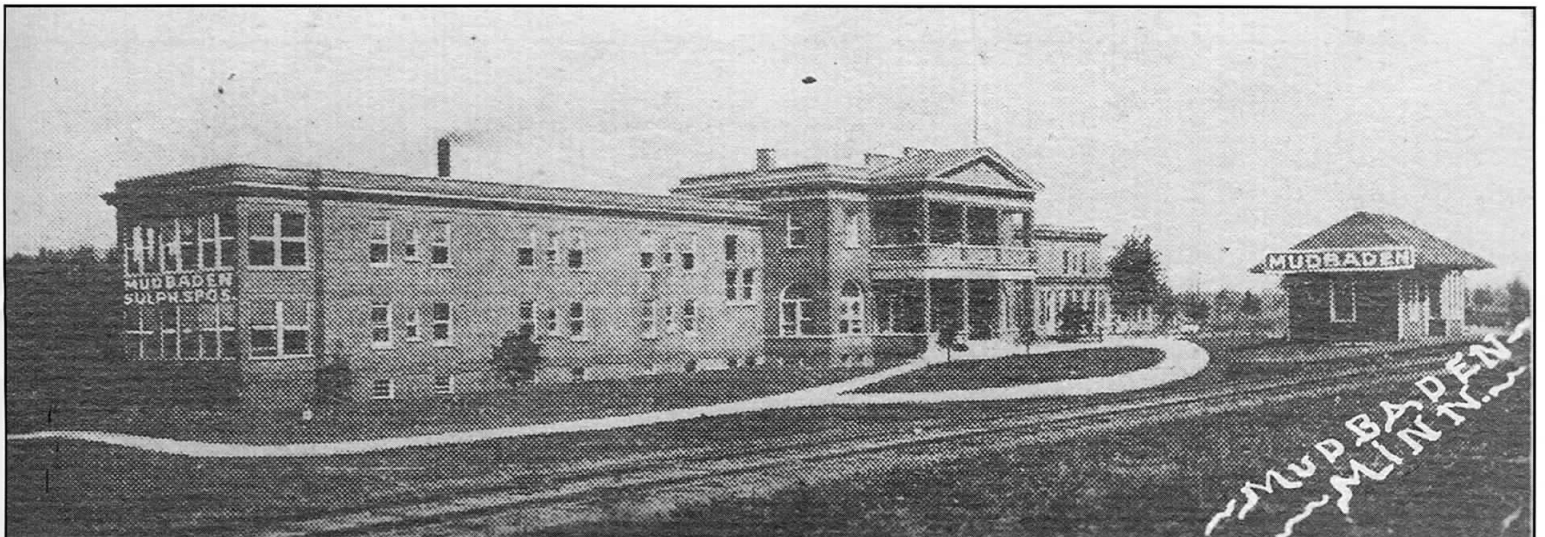


The brief period from perhaps 1895 to 1905 produced the most elegant, graceful passenger trains in the history of American railroads. The innovation of the single axle trailing truck brought forth the 4-4-2 Atlantics, the fastest mass produced power to date. They pulled short, wooden consists featuring fully enclosed vestibules that removed the risk and the discomfort of walking between cars. Together this new technology brought train travel to a new level. The period was fleeting, however, ended by the switch to steel cars and the demise of the Victorian sensibility. Witness the Milwaukee Road's entry in this beauty pageant, taken just east of the Short Line bridge and at downtown Minneapolis. High wheeled #943 is a Baldwin Vaclain compound, another short-lived bit of technology. Sweet photos, Minnesota Historical Society collection.





This surprising image was taken in 1940 at the intersection of Franklin, Cedar and the Milwaukee Road in Minneapolis. For another view of the same location, see the cover of the Winter 1996 Minnegazette. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.



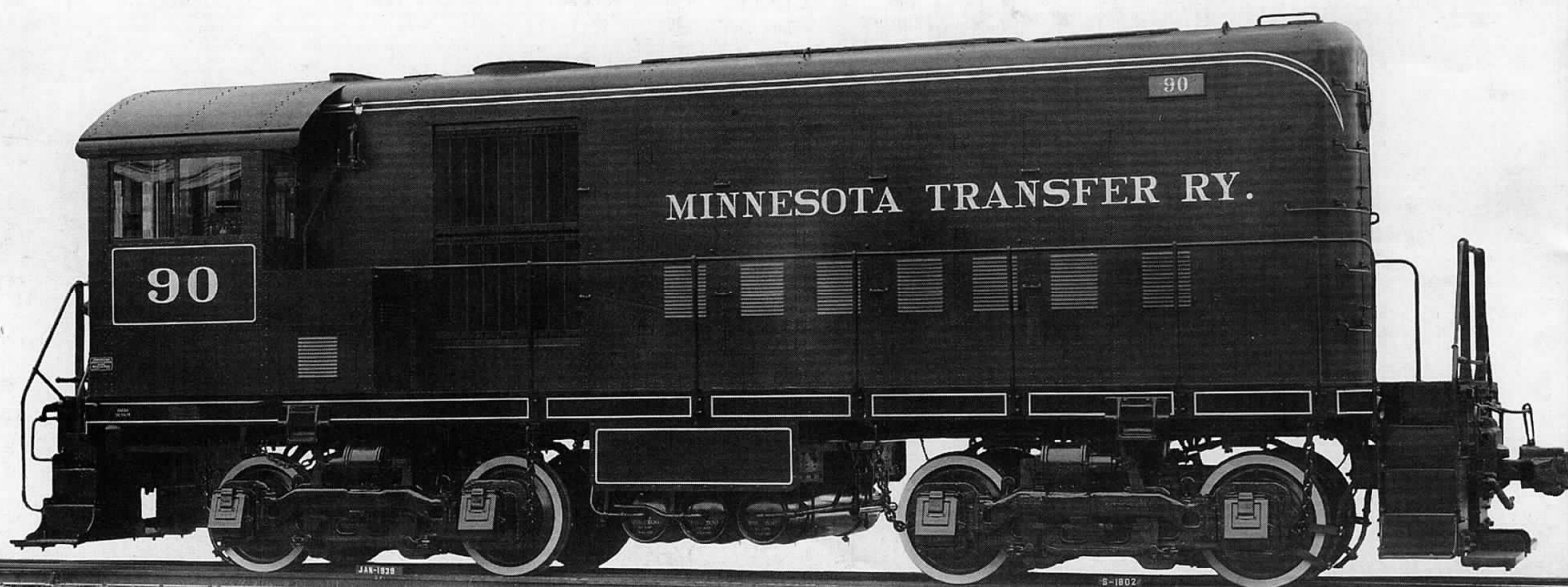
OBSCURE DEPOTS ON PARADE

Mudbaden, which means "mud bath" in German, was a spa with sulfur springs located on the Omaha Road a couple of miles north of Jordan. The main building remains in use to this day. MTM collection.



This is the Wayzata waterfront and the Great Northern main line early in the century. Minneapolis Public Library collection.

1939 saw Alco deliver high hood switchers to two local railroads. Noel Petit collection.





The United States Department of Commerce Bureau of Standards used to maintain a master track scale and scale cars just east of the Minnesota Transfer roundhouse. The facility is shown here about 1920. Note the Minnesota Transfer office building and the University Avenue overpass in the background. A newer replacement building, operated by the state of Minnesota, continues to perform the same function at the same location today. Minnesota Historical Society collection.





In 1969 Bob Schumacher rode the Great Northern Badger to Duluth. The northbound and southbound trains passed at Sandstone.

In 1962, Minneapolis, Northfield & Southern wood caboose #018 trails the Hi Line train at Oxboro station in Bloomington. Bill Graham photo.



Inside rear cover: These are the tracks that fed the Minneapolis Warehouse District, which in turn fed the city. It's the mid-1940's. A high percentage of the rail cars in this photo are refrigerated for handling produce, which is being transferred to waiting trucks. At left is the Great Northern main line from Willmar. At right is the Minneapolis & St. Louis Middle Yard and freight house. Note the University Avenue streetcar sitting on the 5th Avenue N. and 5th Street wye at far left. Today only the GN main remains. The rest is gone, replaced by parking lots and I-394. Both Minnesota Historical Society collection.

Rear cover: Quite a few photos exist from the Dan Patch line's early days before World War I, when it was the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co. That optimistic experiment ran into financial trouble, and emerged in 1918 as the leaner, more freight oriented Minneapolis, Northfield & Southern. The MN&S fielded a much reduced passenger service with five gas electric cars and two trailers. This is the downtown Minneapolis terminal in 1923. Hibbard photo.





MINNEAPOLIS, NORTHFIELD & SOUTHERN RY.

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M. N. & S.

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MINNESOTA STREETCAR MUSEUM

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August 2021

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